2003

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Special Locality Report 123

City of Petersburg

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

(29) US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

| | | | | | | City of I | Petersbu | ırg | | | | | | | | |
|--------------------|---------------------------------|------------|----|--------------|---------|------------------------|--------------------------|----------|--------|----|-------------|----|---------------|------------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | From: | | WOL | D 1 | | 1 | | | | | | | |
| 1 Washington | St 0.40 | 13000 | G | 98% | 0% | 1% | Petersburg 1% | 1% | 0% | F | 0.091 | F | 0.544 | 14000 | G | 2003 |
| ~~ | | | | To: From: | | | nmit St | | | | | | | | | |
| (1) Washington | St 0.18 | 13000 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.094 | F | 0.519 | 14000 | G | 2003 |
| ~ | | | | From: | | | lm St | | - | | | | | | | |
| 1 Washington | St 0.57 | 15000 | G | 96 <u>%</u> | 1% | 2% | 1% | 1% | 0% | С | 0.090 | F | 0.535 | 16000 | G | 2003 |
| <u> </u> | | | | To: From: | LIC 1 D | US 1 Pa ar, Washing | ar; Wythe | | om o | | | | | | | |
| 1 Wythe St | 1.08 | 8400 | G | 95% | 1% | 2% | 1% | 1% | 0% | С | 0.085 | F | | 9000 | G | 2003 |
| 1), | Combined Traffic: | 17000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | • | | 19000 | G | |
| | | | | To: | .,, | | erry St | .,, | | • | | | | | | |
| 1 Wythe St | 0.15 | 10000 | G | From: 95% | 1% | 2% | 1% | 1% | 0% | F | 0.087 | F | | 11000 | G | 2003 |
| 1) 11,4110 01 | Combined Traffic: | 20000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | • | | 22000 | G | |
| | Combined Traine. | 20000 | • | To: | 170 | | | | | • | | | | 22000 | Ū | |
| 1 Wythe St | 0.20 | 10000 | G | From: 95% | 1% | 2% | Market St 1% | 1% | 0% | F | 0.093 | F | | 11000 | G | 2003 |
| 1 Wythe St | Combined Traffic: | NA | J | 9570 | 1 /0 | 270 | 170 | 1 70 | 0 70 | ' | NA | ' | | NA | U | 2003 |
| ~~~ | | | | From: | | ALT US 30 | | | - | | | | | | | |
| 1 Wythe St | 0.20 | 14000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.089 | F | | 15000 | G | 2003 |
| \smile | Combined Traffic: | NA | | _ | | | | | | | NA | | | NA | | |
| | | | | From: | | Bus US 40 | 60 Jefferso 460 Wythe | | | | | | | | | |
| Jefferson St | 0.09 | 3400 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.086 | F | 0.709 | 3700 | G | 2003 |
| (1) somerour et | Combined Traffic: | NA | | 0070 | .,0 | _,, | . , , | .,, | • 70 | · | NA | · | 000 | NA | | |
| ~~~ <u>-</u> | | | | From: | | s US 460 P | | _ | | | | | | | | |
| 1 Jefferson St | 0.21 Combined Traffic: | 890 NA | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.108 NA | F | 0.813 | 960 NA | G | 2003 |
| | | | | To: From: | | | enry St | | | | | | | | | |
| 1 Henry St | 0.05 | 560 | G | 95% | 1% | 2% | erson St 1% | 1% | 0% | F | 0.129 | F | | 610 | G | 2003 |
| 1 Henry St | Combined Traffic: | NA | • | 95 /0 | 1 /0 | 2 /0 | 1 70 | 1 /0 | 0 70 | ' | NA | ' | | NA | U | 2003 |
| | Combined Traine. | IVA | | To: | | 3 | Brd St | | 1 | | IVA | | | INA | | |
| | | | | From: | | Н | enry St | | | | | | | | | |
| 1 3rd Street | 0.05 Combined Traffic: | 1700 NA | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.110 NA | F | | 1800 NA | G | 2003 |
| | | | | To: From: | | US 301 | Par, Bank | St | | | | | | | | |
| 1 3rd Street | 0.05 | 2800 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.109 | F | | 3100 | G | 2003 |
| | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| | | | | To: | | US 301 B | | | | | | | | | | |
| Dallin a | shrook Ct 0.00 | 6700 | • | From: | 00/ | US 301; 3 | | | 00/ | _ | 0.400 | _ | | 7200 | _ | 2002 |
| 1 301 Bolling | brook St 0.08 Combined Traffic: | 6700 NA | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 0.103 NA | F | | 7300 NA | G | 2003 |
| | | | | To: From: | US 1 | Par; US 301 | l Par; Boll | ingbrook | St | | | | | | | |
| 1 2nd Street | 0.35 | 11000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 12000 | G | 2003 |
| \sim | | | | To: | | | onial Heig | | | | | | | | | |
| ~~~ | | | | From: | U: | S 1 Wythe | | | | | | | | | | |
| Washington | St 0.31 | 9100 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.093 | F | | 9800 | G | 2003 |
| •• | Combined Traffic: | 17000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 19000 | G | |
| | | | | To: From: | | 123-90 | 25 West S | t | } | | | | | | | |
| Washington | St 0.40 | 9000 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.092 | F | | 9700 | G | 2003 |
| 4 | Combined Traffic: | 17000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 19000 | G | |
| | | | | To: From: | | 123-90 | 29 South S | St | | | | | | | | |
| 1 Washington | St 0.27 | 10000 | G | 96% | 1% | 2% | 1% | 1% | 0% | С | 0.097 | F | | 11000 | G | 2003 |
| 1 \ vvasilington | | | | | | | | | | | | | | | | |
| vvasnington | Combined Traffic: | 20000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 22000 | G | |

| Combined Traffic: 20000 | G 200 G 200 G 200 G 200 |
|--|----------------------------------|
| Washington St | G 200 G 200 G 200 |
| Washington St | G 200 G 200 G 200 |
| Combined Traffic: 20000 G 95% 1% 2% 1% 2% 0% F NA 22000 C To: BUS US 460 Par; SR 36 Market St From: SR 36; Bus US 460 Par Washington St Combined Traffic: NA To: SR 36 Grove Ave From: SR 36; Market St From: SR 36 Grove Ave From: SR 36; Market St 1 Old St Combined Traffic: NA To: SR 36; Market St From: SR 36; Market St From: SR 36; Market St NA NA NA NA NA NA NA NA NA N | G 200 G 200 G 200 |
| BUS US 460 Par; SR 36 Market St | G 200 G 200 G 200 |
| Market St | G 200 |
| Combined Traffic: NA | G 200 |
| Combined Traffic: NA NA NA NA NA NA NA NA | G 200 |
| SK 30 Glove Ave SR 36; Market St SR 36; Marke | G 200 |
| Old St 0.13 3600 G 95% 1% 3% 1% 0% 0% F 0.095 F 0.759 3900 C | G 200 |
| Combined Traffic: NA NA NA NA NA NA NA NA | G 200 |
| Sycamore St | |
| Sycamore St 0.04 4200 G 95% 1% 3% 1% 0% 0% F 0.096 F 0.779 4600 C Combined Traffic: NA To: Bollingbrook St | |
| Combined Traffic: NA NA NA NA To: Bollingbrook St | |
| To: Bollingbrook St | |
| | |
| From: Sycamore St | _ |
| Bollingbrook St 0.10 3300 G 95% 1% 3% 1% 0% 0% F 0.089 F 3500 (| G 200 |
| Combined Traffic: NA NA NA | |
| To: US 1, US 301 2nd St | |
| From: WCL Petersburg | |
| | G 200 |
| | |
| | G 200 |
| To: US 1 Par, Market St | |
| From: US 1 | |
| | G 200 |
| Combined Traffic: NA NA NA | |
| To. From: US 1 Par; BUS US 460 Par, Washington St | |
| 36) Market St 0.11 5100 G 98% 0% 1% 0% 0% F 0.1 F 0.595 5100 (| G 200 |
| To. From: US 1, Bus US 460 Wythe St | |
| | G 200 |
| Combined Traffic: NA NA NA | |
| Ta. From: ALT US 301 Sycamore St | |
| 36) (1) Wythe St 0.20 14000 G 95% 1% 2% 1% 1% 0% F 0.089 F 15000 (| G 200 |
| Combined Traffic: NA NA NA | |
| Pug Bus US 460 | |
| | G 200 |
| | G 200 |
| | J |
| Bus I-85, I-95 | |
| 00/(400) | G 200 |
| | G |
| To: South Crater Rd From: US 301, Bus US 460 Crater Rd | |
| Co 301, Bus Co Too Clatter Nu | G 200 |
| (C) | G |
| To: SR 36 Par, Washington St; Amelia St | |
| SR 36 Par; Wythe St; Amelia St | |
| 36 Washington St 0.87 22000 G 97% 0% 1% 0% 1% 0% F 0.086 F 0.526 24000 0 | G 200 |
| To. From Puddledock Rd | |
| 36) Washington St 0.58 16000 G 97% 0% 1% 0% 1% 0% F 0.081 F 0.525 17000 C | G 200 |
| To: Prince George County Line | |
| From: SR 36; Market St | |
| $\mathcal{O}(\mathcal{O}(\mathcal{O}(\mathcal{O}(\mathcal{O}(\mathcal{O}(\mathcal{O}(\mathcal{O}($ | |
| Combined Traffic: NA NA NA | G 200 |
| To: Sycamore St | 3 200 |

| | | | | | | | City Oi | releisu | urg | | | | | | | | |
|-------------------|-----------------------|----------|--------------|-----|-------|----------|-----------|------------|---------------|----------|--------|-------------|----|---------------|----------------|--------|------|
| F | Route | Length | AADT | QA | 4Tire | Bus | | | ıck 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of | Petersburg | | | | | | | | IIIali | ZIIdii | | Facioi | | Factor | | | |
| _ , | ~~ | | | | From: | | | Old St | | | _ | | _ | | | _ | |
| 36 (| Sycamore St Combined | 0.04 | 4200 NA | G | 95% | 1% | 3% | 1% | 0% | 0% | F | 0.096 NA | F | 0.779 | 4600 NA | G | 2003 |
| | 001110111100 | | | | To: | | Bollin | ngbrook S | t | | | | | | | | |
| | | | | | From: | | | amore St | | | | | | | | | |
| 36) { | 1 Bollingbrook St | 0.10 | 3300 | G | 95% | 1% | 3% | 1% | 0% | 0% | F | 0.089 | F | | 3500 | G | 2003 |
| \$ (| Combined : | | NA | | | | | | | | | NA | | | NA | | |
| | Combined | riamo. | 14/-1 | | To: | | US 1 II | S 301 2nd | l St | | | 147 (| | | 1471 | | |
| | | | | | From: | | | Par, 2nd S | | | | | | | | | |
| 36){ | 301 Bollingbrook St | 80.0 | 6700 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 0.103 | F | | 7300 | G | 2003 |
| A) (| Combined | | NA | | | | | | | | | NA | | | NA | | |
| | Combined | manic. | 13/7 | | To: | | US 1, ALT | TIS 301 | 3rd St | | | INA | | | INA | | |
| | | | | | From: | | | 3rd St | oru ot | | | | | | | | |
| 26 | 301 Bollingbrook St | 0.15 | 3600 | G | 95% | 0% | 1% | 2% | 2% | 0% | С | 0.090 | F | | 3900 | G | 2003 |
| 36 | Combined | | 6600 | G | 94% | 1% | 2% | 2% | 2% | 0% | F | NA | • | | 7200 | G | 2000 |
| | Combined | Hailic. | 0000 | G | 94 70 | 1 70 | 270 | 270 | 270 | 070 | Г | INA | | | 7200 | G | |
| | | | | | From: | | | 5th St | | | | | | | | | |
| 36){ | 301 Bollingbrook St | 0.23 | 3300 | G | 95% | 0% | 2% | 1% | 1% | 0% | С | 0.093 | F | | 3500 | G | 2003 |
| P) | Combined | Traffic: | 6800 | G | 94% | 1% | 3% | 1% | 1% | 0% | С | NA | | | 7300 | G | |
| | | | - | _ | To: | .,• | | ater Rd | • | | - | • | | | | - | |
| | | | | | From: | | | ngbrook S | t | | | | | | | | |
| 36){ | 301 Crater Rd | 0.14 | 3000 | G | 93% | 0% | 1% | 4% | 2% | 0% | С | 0.102 | F | | 3200 | G | 2003 |
| (A) | Combined | | 6700 | G | 93% | 1% | 2% | 3% | 2% | 0% | F | NA | | | 7200 | G | |
| | Combined | mame. | 0700 | J | 33 /0 | 1 /0 | | | | 070 | ' | 14/-1 | | | 7200 | J | |
| | ~~ | | | | From: | | | Par, Bank | | | | | | | | | |
| 36){ | 301 Crater Rd | 0.18 | 4600 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.103 | F | 0.584 | 5000 | G | 2003 |
| | Combined : | Traffic: | NA | | | | | | | | | NA | | | NA | | |
| | | | | | To: | TIC | 201 DUG | TIC 460.6 | D.J | | | | | | | | |
| | Vaabinatan Ct | 0.40 | 40000 | _ | From: | | 301, BUS | | | 00/ | _ | 0.000 | _ | | 11000 | | 2002 |
| 36) V | Vashington St | 0.18 | 10000 | G | 97% | 0% | 1% | 0% | 1% | 0% | F | 0.092 | F | | 11000 | G | 2003 |
| \smile | Combined 1 | Traffic: | 21000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | NA | | | 23000 | G | |
| | | | | | To | | В | urch St | | | | | | | | | |
| 36 V | Vashington St | 0.25 | 12000 | G | 92% | 1% | 2% | 2% | 3% | 0% | С | 0.094 | F | | 12000 | G | 2003 |
| 36 V | Combined ¹ | | | G | 92% | 1% | 2% | 2% | 3% | 0% | C | NA | | | 24000 | G | |
| | Combined | manic. | 22000 | G | 72 /0 | | SR 36 Wyt | | | 070 | C | INA | | | 24000 | U | |
| | | | | | | | | | | | | | | | | | |
| North | | | | | From: | | SCL | Petersburg | 3 | | | | | | | | |
| 85) | | 1.01 | 25000 | G | 82% | 1% | 1% | 1% | 15% | 1% | F | 0.089 | F | | 23000 | G | 2003 |
| | Combined 7 | Traffic: | 51000 | G | 81% | 1% | 1% | 1% | 15% | 1% | F | 0.076 | F | 0.602 | 45000 | G | |
| | | | | | To: | | Carrier- | I I ovol D | nad. | 1 | | | | | | | |
| lorth | | | | | From: | | эчипте | l Level Ro | au | | | | | | | | |
| 85 | | 2.57 | 32000 | G | 82% | 1% | 1% | 1% | 15% | 1% | F | 0.089 | F | | 29000 | G | 2003 |
| | Combined 1 | Traffic: | 60000 | G | 81% | 1% | 1% | 1% | 15% | 1% | F | NA | | | 54000 | G | |
| | | | | - | To: | | | I-95 | | | | - | | | | - | |
| | | | | | From: | | COL | | | i | | | | | | | |
| 85) | | 1.05 | 20000 | ^ | | 40/ | | Petersburg | _ | 40/ | _ | 0.00 | _ | | 22222 | _ | 0000 |
| 85) | | 1.25 | 26000 | G | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.09 | F | | 23000 | G | 2003 |
| | Combined 1 | Traffic: | 51000 | G | 81% | 1% | 1% | 1% | 15% | 1% | F | 0.076 | F | 0.602 | 45000 | G | |
| | | | | | To: | | Squirre | l Level Ro | oad | | | | | | | | |
| outh | | | | _ | From: | | | | | | _ | | _ | | | _ | .= - |
| 85) | | 2.72 | 28000 | G | 81% | 1% | 1% | 1% | 16% | 1% | F | 0.091 | F | | 25000 | G | 2003 |
| | Combined 7 | Traffic: | 60000 | G | 81% | 1% | 1% | 1% | 15% | 1% | F | NA | | | 54000 | G | |
| | | | | | To: | | | I-95 | | | | | | | | | |
| lorth | | | | | From: | | Ri | ves Rd | | | | | | | | | |
| | | 1.15 | 13000 | G | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.082 | F | | 11000 | G | 2003 |
| 05 | | 1.10 | | | | | | | | | | | | | | | 2003 |
| 95 | 2 | T CC: | | 1.2 | 82% | 1% | 1% | 1% | 15% | 0% | F | NA | | | 25000 | G | |
| 95 | Combined ¹ | Traffic: | 30000 | G | | | | | | | | | | | | | |
| | Combined | Traffic: | 30000 | | To | | Wa | gner Rd | | | | | | | | | |
| North | Combined ² | | | | From: | ,,0,4 | | igner Rd | 4001 | 601 | | 0.000 | _ | | 47000 | | 0000 |
| North | | 2.79 | 20000 | G | 81% | 1% | 1% | 1% | 16% | 0% | F | 0.082 | F | | 17000 | G | 2003 |
| 95 North 95 | Combined Combined | 2.79 | | | | 1% 1% | | | 16% 15% | 0% 0% | F F | 0.082 NA | F | | 17000 36000 | G G | 2003 |

| | | | | | | | City of | Petersb | ourg | | | | | | | | |
|------------------------------|----------|----------|-------|----|--------------|-----------|-------------|----------------|---------------|----------|-------|-------------|----|---------------|-------|-----|------|
| Route | | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Petersburg | | | | | From: | | TIC 4 | (O.W. + 6 | 7, | | | | | | | | |
| lorth | | 0.50 | 20000 | N | 81% | 1% | 1% | 60 West S | 16% | 0% | N | 0.082 | N | | 17000 | N | 2003 |
| 95 | Combined | | | | 82% | | | | | | | | IN | | | | 2003 |
| | Combined | Hailic. | 43000 | N | 02% | 1% | 1% | 1% | 15% | 0% | N | NA | | | 36000 | N | |
| lorth | | | | | From: | | | I-85 | | - | | | | | | | |
| 95) | | 0.44 | 39000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.078 | F | | 39000 | G | 2003 |
| | Combined | Traffic: | 75000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | F | 0.522 | 73000 | G | |
| | | | | | To | IIC 3 | 301, Bus U | S 460 Wa | schington S | !+ | | | | | | | |
| orth | | | | _ | From: | | | | | | _ | | _ | | | _ | |
| 95) | | 0.64 | 50000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.082 | F | | 49000 | G | 2003 |
| | Combined | Traffic: | 93000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 80.0 | F | 0.527 | 91000 | G | |
| | | | | | To: | | SCL Co | lonial Hei | ights | | | | | | | | |
| outh | | | | | From: | | | Petersbur | | | | | | | | | |
| 95) | | 0.34 | 16000 | G | 83% | 1% | 1% | 0% | 14% | 0% | F | 80.0 | F | | 13000 | G | 2003 |
| | Combined | Traffic: | 28000 | G | 82% | 1% | 1% | 1% | 15% | 0% | F | NA | | | 23000 | G | |
| | | | | | To: From: | | R | ives Rd | | 1 | | | | | | | |
| outh | | 4.00 | 4=000 | _ | | 40/ | | | 4.40/ | 00/ | _ | 0.000 | _ | | 44000 | _ | 0000 |
| 95) | | 1.22 | 17000 | G | 83% | 1% | 1% | 0% | 14% | 0% | F | 0.082 | F | | 14000 | G | 2003 |
| | Combined | Traffic: | 30000 | G | 82% | 1% | 1% | 1% | 15% | 0% | F | NA | | | 25000 | G | |
| outh | | | | | To- From: | | Wa | agner Rd | | | | | | | | | |
| outh | | 2.29 | 23000 | G | 83% | 1% | 1% | 0% | 14% | 0% | F | 0.082 | F | | 19000 | G | 2003 |
| 95 | Combined | | 43000 | G | 82% | 1% | 1% | 1% | 15% | 0% | F | NA | • | | 36000 | G | 2000 |
| | Combined | manic. | 43000 | G | | | | | | | ' | INA | | | 30000 | O | |
| outh | | | | | From: | US 46 | 60; US 301 | Crater Ro | d; County l | Rd | | | | | | | |
| 95) | | 0.53 | 23000 | N | 83% | 1% | 1% | 0% | 14% | 0% | Ν | 0.082 | Ν | | 19000 | Ν | 2003 |
| | Combined | Traffic: | 43000 | N | 82% | 1% | 1% | 1% | 15% | 0% | Ν | NA | | | 36000 | N | |
| | 00 | | | | | .,, | .,, | | .070 | | • • • | | | | 00000 | • • | |
| outh | | | | | From: | | | I-85 | | | | | | | | | |
| 95) | | 0.66 | 35000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.077 | F | | 34000 | G | 2003 |
| | Combined | Traffic: | 75000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | NA | | | 73000 | G | |
| | | | | | To | | LIS 3 | 01; US 46 | 50 | | | | | | | | |
| outh | | | | _ | From: | | | | | | _ | | _ | | | _ | |
| 95) | | 0.48 | 43000 | G | 89% | 1% | 1% | 1% | 8% | 0% | F | 0.079 | F | | 42000 | G | 2003 |
| | Combined | Traffic: | 93000 | G | 89 <u>%</u> | 1% | 1% | 1% | 8% | 0% | F | NA | | | 91000 | G | |
| | | | | | To: | | SCL Co | lonial Hei | ights | | | | | | | | |
| | | | | | From: | | | 0 County | | | | | | | | | |
| Courthouse F | Rd | 0.10 | 7000 | G | 95% | 2% | 1% | 1% | 2% | 0% | F | 0.093 | F | 0.51 | 7600 | G | 2003 |
| | | | | | To: | | ECL | Petersbur | g | | | | | | | | |
| | | | | | From: | | US 46 | 0 County | Rd | | | | | | | | |
| 09 Hickory Hill F | ₹d | 0.88 | 8700 | G | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.119 | F | 0.761 | 9400 | G | 2003 |
| | | | | | To | | ECI | Petersbur | ro. | | | | | | | | |
| Hickory Hill F | 54 | 0.03 | 8700 | N | 98% | 0% | 1% | 0% | 0% | 0% | Ν | 0.119 | Ν | 0.761 | 9400 | N | 2003 |
| 109 THEKOTY THILT | \u | 0.03 | 0700 | 14 | | | ort Lee Mil | | | | IN | 0.113 | IN | 0.701 | 3400 | IN | 2000 |
| | | | | | | a Ena, Po | | | | iaione A | | | | | | | |
| | | 0.40 | | _ | From: | 40/ | | Petersbu | | 00/ | _ | 0.400 | _ | 0.570 | 4000 | _ | 0000 |
| Boydton Plar | ік ка | 0.16 | 4000 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.102 | F | 0.579 | 4300 | G | 2003 |
| | | | | | From: | | D | upuy Rd | | | | | | | | | |
| ₁₄₂)Boydton Plar | nk Rd | 1.24 | 3500 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.1 | F | 0.611 | 3800 | G | 2003 |
| | | | | | To: | | Rt 60/ | 4 Halifax l | Rd | | | | | | | | |
| 42 Halifax Rd | | 0.06 | 6200 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.102 | F | 0.595 | 6700 | G | 2003 |
| Halifax Rd | | 5.55 | | - | Tn· | 1 /0 | | SX RR | 0 /0 | 7,0 | • | 5.152 | • | 2.000 | 0.00 | _ | _500 |
| | | | | | | | | | | <u> </u> | | | | | | | |
| Constant Del | | 0.04 | 7000 | _ | From: | 00/ | | Petersbur | | 00/ | _ | 0.000 | _ | 0.050 | 0000 | _ | 0000 |
| Crater Rd | | 0.21 | 7600 | F | 98% | 0% | 1% | 0% | 0% | 0% | С | 0.092 | F | 0.653 | 8300 | F | 2003 |
| ~ | | | | | From: | | | ives Rd | | } | | | | | | | |
| Orater Rd | | 0.90 | 9200 | G | 96% | 1% | 2% | 0% | 1% | 0% | С | 0.096 | F | 0.586 | 10000 | G | 2003 |
| | | | | | To | | | | | <u>1</u> | | | | | | | |
| Orater Rd | | 0.42 | 22000 | G | From: 96% | 1% | 2% | agner Rd 0% | 1% | 0% | E | 0.001 | | 0.510 | 24000 | C | 2002 |
| SU1 Crater Ru | | 0.43 | 22000 | G | | 170 | | | 170 | U% | F | 0.091 | F | 0.510 | 24000 | G | 2003 |
| - | | | | | To: | | F. | lank Rd | | | | | | | | | |
| | | | | | | | | | | | | | | | | | |

| | | | | | | City of | Petersb | urg | | | | | | | | |
|----------------------------------|---------------------------|--------------|--------|---------------------------------|----------|---------------------------------------|--|----------------------------|------|----|-------------|----|---------------|--------------|--------|------|
| Route | Length | AADT | QA | 4Tire | Bus | | 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | From: | | | | | 1 | | | | | | | |
| 301 Crater Rd | 0.87 | 22000 | G | 96% | 1% | 2% | lank Rd 0% | 1% | 0% | F | 0.095 | F | 0.506 | 24000 | G | 2003 |
| 301 Orace red | 0.07 | 22000 | J | 5070 | | | | | 070 | | 0.000 | · | 0.000 | 24000 | J | 2000 |
| Creter Dd | 0.00 | 40000 | | From: | | | 301 Sycam | | 00/ | | 0.000 | | 0.504 | 40000 | | 2002 |
| 301 Crater Rd | 0.26 | 16000 | G | 97% | 1% | 2% | 0% | 0% | 0% | С | 0.088 | F | 0.504 | 18000 | G | 2003 |
| <u></u> | | | | From: | | | uth Blvd | | | | | | | | | |
| 301 Crater Rd | 0.73 | 22000 | G | 97% | 1% | 2% | 0% | 0% | 0% | F | 0.09 | F | 0.519 | 24000 | G | 2003 |
| ~ | | | | To: | | I-95, | Bus US 46 | 0 | | | | | | | | |
| 301 Crater Rd | 0.09 | 11000 | N | 96% | 1% | 2% | 1% | 1% | 0% | Ν | 0.088 | Ν | 0.552 | 12000 | N | 2003 |
| *** | | | | To: | I-95 | ; Bus US | 460 Par, W | infield Rd | | | | | | | | |
| ~~ | | | | From: | | | Jurisdictio | | | | | | | | | |
| 301 Crater Rd | 0.98 | 11000 | G | 96% | 1% | 2% | 1% | 1% | 0% | С | 0.088 | F | 0.552 | 12000 | G | 2003 |
| ~ | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| | | | | To: | S | R 36. Bus | US 460 W | vthe St | | | | | | | | |
| 301 Crater Rd | 0.10 | 8100 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.089 | F | 0.521 | 8800 | G | 2003 |
| 30.1) | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| | | | | | an 4 c n | D 77 | | | | | | | | | | |
| Crotor Dd | 0.10 | 4600 | | From: | | _ | 460 Par, | | | Г | 0.402 | | 0.504 | 5000 | | 2002 |
| 301 Crater Rd | 0.18 | 4600 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.103 | F | 0.584 | 5000 | G | 2003 |
| | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| | | | | To: From: | | US 30 | Par, Bank | St | | | | | | | | |
| 301 Crater Rd | 0.14 | 3000 | G | 93% | 0% | 1% | 4% | 2% | 0% | С | 0.102 | F | | 3200 | G | 2003 |
| ~ | Combined Traffic: | 6700 | G | 93% | 1% | 2% | 3% | 2% | 0% | F | NA | | | 7200 | G | |
| | | | | To: | | | ingbrook S | t | | | | | | | | |
| ~~ | | | | From: | | | rater Rd | | | | | _ | | | _ | |
| 301 Bollingbrook | St 0.23 | 3300 | G | 95% | 0% | 2% | 1% | 1% | 0% | С | 0.093 | F | | 3500 | G | 2003 |
| ~ | Combined Traffic: | 6800 | G | 94% | 1% | 3% | 1% | 1% | 0% | С | NA | | | 7300 | G | |
| | | | | From: | | | 5th St | | | | | | | | | |
| 301 Bollingbrook | St 0.15 | 3600 | G | 95% | 0% | 1% | 2% | 2% | 0% | С | 0.090 | F | | 3900 | G | 2003 |
| | Combined Traffic: | 6600 | G | 94% | 1% | 2% | 2% | 2% | 0% | F | NA | | | 7200 | G | |
| | | | | To: | | | 3rd St | | | | | | | | | |
| | | | | From: | | US 1, AL | T US 301 | 3rd St | | | | | | | | |
| 301 Bollingbrook | St 0.08 | 6700 | G | 95% | 0% | 2% | 1% | 1% | 0% | F | 0.103 | F | | 7300 | G | 2003 |
| ~ | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| | | | | To: | | | Par, 2nd S | t | | | | | | | | |
| ~~~ | | | | From: | | | NRT 1 | | | | | | | | _ | |
| 301 } { 1 } 2nd St | treet 0.35 | 11000 | G | 98% | 0% | 1% | 0% | 0% | 0% | F | NA | | | 12000 | G | 2003 |
| ~ ~ | | | | To: | | SCL Co | lonial Hei | ghts | | | | | | | | |
| | | | | From: | | US 3 | 01 Crater S | St | | | | | | | | |
| 301 Bank St | 0.24 | 3500 | G | 93% | 1% | 3% | 2% | 1% | 0% | С | 0.1 | F | | 3800 | G | 2003 |
| | Combined Traffic: | 6800 | G | 94% | 1% | 3% | 1% | 1% | 0% | С | NA | | | 7300 | G | |
| | | | | To: | | | 5th St | | | | | | | | | |
| 301 Bank St | 0.15 | 3000 | G | 93% | 1% | 3% | 2% | 1% | 0% | F | 0.099 | F | | 3300 | G | 2003 |
| 301 Dank Ot | Combined Traffic: | 6600 | G | 94% | 1% | 2% | 2% | 2% | 0% | F | NA | • | | 7200 | G | 2000 |
| | Combined Trainc. | 0000 | G | 94 /0 | 1 /0 | | | 2 /0 | 0 /6 | ı | INA | | | 7200 | G | |
| ~ | | | _ | From: | | | 3rd St | | | _ | | _ | | | _ | |
| 301 Bank St | 0.09 | 4100 | G | 93% | 1% | 3% | 2% | 1% | 0% | F | 0.099 | F | | 4500 | G | 2003 |
| | Combined Traffic: | 11000 | G | 94 <u>%</u> | 1% | 3% | 1% | 1% | 0% | F | NA | | | 12000 | G | |
| | | | | To: | | | 301 Par, 2 | | | | | | | | | |
| | | | | From: | | | 301 Par; Ba | | 604 | _ | 0.400 | _ | | 4000 | _ | 0000 |
| ~~ | 2.25 | | _ | 0001 | 40/ | 3% | 2% | 1% | 0% | F | 0.103 | F | | 4000 | G | 2003 |
| 2nd Street | 0.06 | 3700 | G | 93% | 1% | | | | | | | • | | | _ | |
| 2nd Street | 0.06 Combined Traffic: | 3700 6700 | G G | 93 <u>%</u> | 1% | 2% | 3% | 2% | 0% | F | NA | | | 7200 | G | |
| 2nd Street | | | | | 1% | 2% | | 2% | | | | | | 7200 | G | |
| ALT | Combined Traffic: | 6700 | | 93 <u>%</u> | 1% | 2% S 1, US 3 | 3% | 2% prook St | 0% | | NA | | | 7200 | G | |
| ALT | Combined Traffic: | | | 93% To: | 1% | 2% S 1, US 3 | 3% 01 Bolling | 2% prook St | | | | F | 0.524 | 7200 9200 | G G | 2003 |
| 2nd Street ALT 301) Sycamore St | Combined Traffic: | 6700 | G | 93% To: | 1% U | 2% S 1, US 30 US 30 1% | 3% 01 Bolling 01 Crater F 0% | 2% prook St | 0% | F | NA | | 0.524 | | | 2003 |
| ALT 301) Sycamore St | Combined Traffic: 0.30 | 6700 8500 | G G | 93% To: From: 98% To: From: | 1% U | 2% S 1, US 36 US 36 1% So | 3% D1 Bolling D1 Crater F 0% outh Blvd | 2% prook St Rd 0% | 0% | F | NA 0.094 | F | | 9200 | G | |
| ALT 301 Sycamore St | Combined Traffic: 0.30 | 6700 | G | 93% To: | 1% U | 2% S 1, US 30 US 30 1% | 3% 01 Bolling 01 Crater F 0% | 2% prook St | 0% | F | NA | | 0.524 | | | 2003 |

| | | | | | | City of Petersh | urg | | | | | | | | |
|---|-------------------|-------|----|--------------|------|---|---------|-------------|------|-------------|---------|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| ity of Petersburg | | | | | | ZANE JIANE | illali | ZITAII | | i actor | | i actor | | | |
| ALT O | 0.40 | 40000 | _ | From: | 00/ | North Blvd | 00/ | 00/ | _ | 0.000 | _ | 0.000 | 44000 | _ | 0000 |
| Sycamore St | 0.42 | 10000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.086 | F | 0.628 | 11000 | G | 2003 |
| ALT | | | | From: | | Graham Rd | | - | | | | | | | |
| Sycamore St | 0.56 | 12000 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.087 | F | 0.552 | 13000 | G | 2003 |
| ~ <u></u> | | | | To: From: | | US 1 Wythe S | t | | | | | | | | |
| ALT 301 \ 1 \ Wythe | St 0.20 | 14000 | G | 95% | 1% | US 1 2% 1% | 1% | 0% | F | 0.089 | F | | 15000 | G | 2003 |
| 301) 1 Wythe | Combined Traffic: | NA | G | 95 /6 | 1 /0 | 2/0 1/0 | 1 /0 | 0 70 | | NA | | | NA | G | 2003 |
| | Combined Hame. | INA | | To: | | Bus US 460 Jeffers | on St | 1 | | INA | | | INA | | |
| ALT ~~ | | | | From: | | Bus US 460 Wyth | | | | | | | | | |
| $\{01\}$ $\{1\}$ Jeffers | on St 0.07 | 3400 | G | 95% | 1% | 2% 1% | 1% | 0% | F | 0.086 | F | 0.709 | 3700 | G | 2003 |
| ~ ~ | Combined Traffic: | NA | | _ | | | | | | NA | | | NA | | |
| N T | | | | To: From: | Dı | Functional Class C is US 460 Par, Wash | | | | | | | | | |
| ALT 301 (1) Jeffers | on St 0.21 | 890 | G | 95% | 1% | 2% 1% | 1% | 0% | F | 0.108 | F | 0.813 | 960 | G | 2003 |
| | Combined Traffic: | NA | _ | | | | | - , - | - | NA | • | | NA | _ | |
| | | | | To: | | Henry St | | | | | | | | | |
| ALT | | | _ | From: | | Jefferson St | | | _ | | _ | | | _ | |
| (1) Henry | | 560 | G | 95% | 1% | 2% 1% | 1% | 0% | F | 0.129 | F | | 610 | G | 2003 |
| ~ | Combined Traffic: | NA | | To: | | 2.10 | | | | NA | | | NA | | |
| ALT | | | | From: | | 3rd St Henry St | | | | | | | | | |
| 301 1 3rd Str | eet 0.05 | 1700 | G | 95% | 1% | 2% 1% | 1% | 0% | F | 0.110 | F | | 1800 | G | 2003 |
| | Combined Traffic: | NA | | | | | | | | NA | | | NA | | |
| | | | | To: | | US 301 Par, Ban | - St | | | | | | | | |
| ALT | | | | From: | | | | | | | | | | | |
| 301 $\left\{\begin{array}{c}1\end{array}\right\}$ 3rd Str | | 2800 | G | 95% | 1% | 2% 1% | 1% | 0% | F | 0.109 | F | | 3100 | G | 2003 |
| ~ ~ | Combined Traffic: | NA | | To: | | TIG 201 D III. 1 | 1.0 | | | NA | | | NA | | |
| ALT | | | | From: | | US 301 Bollingbro US 1, ALT US 301 | | | | | | | | | |
| 301 301 Bolling | brook St 0.08 | 6700 | G | 95% | 0% | 2% 1% | 1% | 0% | F | 0.103 | F | | 7300 | G | 2003 |
| | Combined Traffic: | NA | | | | | | | | NA | | | NA | | |
| | | | | To: | | US 301 | | | | | | | | | |
| ALT | | | | From: | | US 1 Wythe S | t | | | | | | | | |
| Sycamore St | 0.09 | 7600 | G | 98% | 0% | 1% 1% | 1% | 0% | F | 0.091 | F | 0.529 | 8200 | G | 2003 |
| • | | | | To: | | Bus US 460 Washin | | | | | | | | | |
| ALT Bus | | 40000 | _ | From: | 40/ | Bus US 460 Pa | | 00/ | _ | 0.005 | _ | | 47000 | _ | 0000 |
| 301 460 Washii | | 16000 | G | 94% | 1% | 3% 2% | 1% | 0% | F | 0.085 | F | | 17000 | G | 2003 |
| | Combined Traffic: | 30000 | G | 94% | 1% | 2% 1% | 1% | 0% | F | NA | | | 32000 | G | |
| ALT | | | | From: | | Bus US 460 Washin | gton St | | | | | | | | |
| Adams St | 0.06 | 5200 | G | 98% | 0% | 1% 1% | 1% | 0% | F | 0.092 | F | 0.715 | 5600 | G | 2003 |
| ~ | | | | To: From: | | Franklin St | | 1. | | | | | | | |
| ALT | 0.40 | 4700 | • | | 00/ | | 40/ | 00/ | _ | 0.005 | _ | 0.757 | E000 | 0 | 2000 |
| Adams St | 0.16 | 4700 | G | 98% | 0% | 1% 1% Henry St | 1% | 0% | F | 0.095 | F | 0.757 | 5000 | G | 2003 |
| ALT | | | | From: | | Adams St | | | | | | | | | |
| Henry St | 0.04 | 3200 | G | 98% | 0% | 1% 1% | 1% | 0% | F | 0.085 | F | | 3400 | G | 2003 |
| P. | Combined Traffic: | NA | | | | | | | | NA | | | NA | | |
| | | | | To: | | Second St | | | | | | | | | |
| ALT OF THE REST | 0.0- | 0000 | _ | From: | 001 | Henry St | 407 | 001 | _ | 0.000 | _ | | 0.100 | _ | 0000 |
| Second St | 0.05 | 2900 | G | 98% Ta: | 0% | 1% 1% | 1% | 0% | F | 0.086 | F | | 3100 | G | 2003 |
| | | | | | | US 301 P Bank | | | | | | | | | |
| ~~ | 4.04 | | | From: | | SCL Petersbur | | ::: · · · · | | t- C | 41- ' | | | | |
| 460 85 | 1.01 | | _ | 0/2/ | | ee I-85 for direct | | | | | | - | | _ | |
| • | Combined Traffic: | 51000 | G | 81% | 1% | 1% 1% | 15% | 1% | F | 0.076 | F | 0.602 | 45000 | G | |
| ~~~ | | | | To: From: | | Squirrel Level R | | | | | | | | | |
| 460 (85) | 2.57 | | | | | ee I-85 for direct | | | | | or this | segment. | | | |
| ~ ~ | Combined Traffic: | 60000 | G | 81% | 1% | 1% 1% | 15% | 1% | F | NA | | | 54000 | G | |
| | | | | To- | | I-85 S | | | | | | | | | |

| | | | | | | City of | Petersb | ourg | | | | | | | | |
|-------------------------|----------------|-------|----|--------------|----------|------------------|-------------------|------------------|-----------|------|-------------|----|---------------|-------|---------|------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | uck 1Trail | 2Trail | - QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | | | | | | | | | | | | | |
| (460) County Dr | 2.64 | 10000 | ^ | From: 86% | Ma 1% | intenance 2% | Jurisdictio | on Change 10% | 0% | С | 0.097 | Α | 0.624 | 11000 | Α | 2003 |
| (460) County DI | 2.04 | 10000 | Α | 00% | 170 | | | | U% | C | 0.097 | А | 0.024 | 11000 | А | 2003 |
| (460 County Dr | 0.34 | 12000 | G | From: 86% | 1% | SR 106 2% | Courthous 1% | e Rd 10% | 0% | F | 0.082 | F | 0.572 | 13000 | G | 2003 |
| County Dr | 0.34 | 12000 | G | 00% To: | 1 /0 | | Petersbur | | J /0 | 1" | 0.002 | 1. | 0.572 | 13000 | G | 2003 |
| Bus | | | | From: | | | _ Petersbu | | 1 | | | | | | | |
| 460 1 Washington | St 0.40 | 13000 | G | 98% | 0% | 1% | 1% | 1% | 0% | F | 0.091 | F | 0.544 | 14000 | G | 2003 |
| | | | | To: | | Sı | ummit St | | | | | | | | | |
| Bus Washington | Q+ 0.40 | 12000 | G | 98% | 0% | | 1% | 10/ | 00/ | _ | 0.004 | E | 0 E10 | 14000 | C | 2002 |
| (460) (1) Washington | St 0.18 | 13000 | G | 90% | U% | 1% | | 1% | 0% | F | 0.094 | F | 0.519 | 14000 | G | 2003 |
| Bus | | | | From: | | | Elm St | | | | | | | | | |
| (460) (1) Washington | St 0.57 | 15000 | G | 96% | 1% | 2% | 1% | 1% | 0% | С | 0.090 | F | 0.535 | 16000 | G | 2003 |
| \hookrightarrow | | | | To: From: | IIC 1 P | | Par; Wythe | | 000.0 | | | | | | | |
| Bus 460 1 Wythe St | 1.08 | 8400 | G | 95% | 1% | ar, Washii 2% | ngton St; E 1% | Battersea La | ane 0% | С | 0.085 | F | | 9000 | G | 2003 |
| (400)(1) | bined Traffic: | 17000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | • | | 19000 | G | _500 |
| | | | | To | . 70 | | | 1 /0 | | | . 4/ \ | | | | | |
| Bus | | | _ | From: | | | Perry St | | | | | | | | _ | |
| $\{460\}\{1\}$ Wythe St | 0.15 | 10000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.087 | F | | 11000 | G | 2003 |
| Com | bined Traffic: | 20000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 22000 | G | |
| Bus | | | | From: | | SR 3 | 6 Market S | St | | | | | | | | |
| 460 1 Wythe St | 0.20 | 10000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.093 | F | | 11000 | G | 2003 |
| | bined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| _ | | | | To: | | ALT US | 301 Sycam | nore St | | | | | | | | |
| Bus Wytho St | 0.20 | 14000 | G | OF 9/- | | | | | 0% | F | 0.000 | _ | | 15000 | <u></u> | 2002 |
| (460) (1) Wythe St | 0.20 | 14000 | G | 95% | 1% | 2% | 1% | 1% | U% | г | 0.089 | F | | 15000 | G | 2003 |
| Com | bined Traffic: | NA | | | | | x | a. | | | NA | | | NA | | |
| Bus | | | | From: | | US 1 | Jefferson | St | | | | | | | | |
| 460 Wythe St | 0.20 | 16000 | G | 96% | 1% | 2% | 0% | 1% | 0% | С | 0.098 | F | | 17000 | G | 2003 |
| Com | bined Traffic: | 32000 | G | 93% | 1% | 2% | 2% | 2% | 0% | С | NA | | | 35000 | G | |
| Rus | | | | To: From: | | Į. | -85, I-95 | | | | | | | | | |
| Bus 460 Wythe St | 0.30 | 10000 | G | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.084 | F | | 11000 | G | 2003 |
| (100) | bined Traffic: | 23000 | G | 94% | 1% | 2% | 1% | 2% | 0% | F | NA | · | | 25000 | G | |
| | | | | To: | | | S 301 Crat | | | - | | | | | | |
| Bus Creates Del | 0.00 | 44000 | _ | From: | 40/ | | | | 00/ | ^ | 0.000 | _ | 0.550 | 40000 | _ | 2000 |
| 460 301 Crater Rd | 0.96 | 11000 | G | 96% | 1% | 2% | 1% | 1% | 0% | С | 0.088 | F | 0.552 | 12000 | G | 2003 |
| Com | bined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| Bus | | | | To: From: | I-95; | BUS US | 460 Par, V | Vinfield Ro | d | | | | | | | |
| 460 301 Crater Rd | 0.09 | 11000 | N | 96% | 1% | 2% | 1% | 1% | 0% | Ν | 0.088 | Ν | 0.552 | 12000 | Ν | 2003 |
| | | | | To: | | US 3 | 01 Crater I | Rd | | | | | | | | |
| Bus | | | | From: | | | e St Batter | | | | | | | | | |
| (460) (1) Washington | | 9100 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.093 | F | | 9800 | G | 2003 |
| Com | bined Traffic: | 17000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 19000 | G | |
| Bus | | | | To: From: | | 123-9 | 025 West | St | | | | | | | | |
| 460 D Washington | St 0.40 | 9000 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.092 | F | | 9700 | G | 2003 |
| - P - J (P) | bined Traffic: | 17000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 19000 | G | |
| - | | | | To: From: | - | | 029 South | | | | | | | | | |
| Bus | 04 0.0= | 40000 | • | | 40/ | | | | 00/ | ^ | 0.00= | _ | | 44000 | _ | 0000 |
| Washington | | 10000 | G | 96% | 1% | 2% | 1% | 1% | 0% | С | 0.097 | F | | 11000 | G | 2003 |
| Com | bined Traffic: | 20000 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 22000 | G | |
| Bus | | | | To: From: | | Gu | arantee St | | | | | | | | | |
| (460) (1) Washington | St 0.24 | 10000 | G | 95% | 1% | 2% | 1% | 2% | 0% | С | 0.087 | F | | 11000 | G | 2003 |
| Com | bined Traffic: | 20000 | G | 95% | 1% | 2% | 1% | 2% | 0% | F | NA | | | 22000 | G | |
| | | | | To: | | Nort | h Market S | St | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | | City O | reterst | July | | | | | | | | |
|-------------------------|-------------------|-------|----|--------------|-------|------------------|------------------|---------------|---------------|------------|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | | $^{\circ}$ | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | From: | | LIC 1 D | CD 26 M- | I4 C4 | ì | | | | | | | |
| Bus 460 Washington | C+ 0.10 | 13000 | G | 94% | 1% | 3% | SR 36 Ma 2% | 1% | 0% | С | 0.087 | F | | 14000 | G | 2003 |
| 460 Washington | | | | | | | | | | | | Г | | | | 2003 |
| | Combined Traffic: | 23000 | G | 94% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 25000 | G | |
| Bus | | | | From: | A | LT US 30 | 1 Par, Syc | amore St | | | | | | | | |
| 460 Washington | St 0.09 | 16000 | G | 94% | 1% | 3% | 2% | 1% | 0% | F | 0.085 | F | | 17000 | G | 2003 |
| | Combined Traffic: | 30000 | G | 94% | 1% | 2% | 1% | 1% | 0% | F | NA | | | 32000 | G | |
| _ | | | | To- From: | | ALT US 3 | 01 Par, Ac | dams St | - | | | | | | | |
| Bus 460 Washington | St 0.10 | 15000 | G | 94% | 1% | 3% | 2% | 1% | 0% | F | 0.082 | F | | 16000 | G | 2003 |
| 460 Washington | Combined Traffic: | | G | 94% | 1% | 2% | 1% | 1% | 0% | F | NA | • | | 32000 | G | 2003 |
| | Combined Trainic. | 30000 | G | 94 76 | 1 70 | | | | 070 | Г | INA | | | 32000 | G | |
| Bus | | | | From: | | US 1 | Jefferson | St | | | | | | | | |
| 460 Washington | St 0.24 | 17000 | G | 90% | 1% | 2% | 4% | 4% | 0% | С | 0.079 | F | | 18000 | G | 2003 |
| \$ O | Combined Traffic: | 32000 | G | 93% | 1% | 2% | 2% | 2% | 0% | С | NA | | | 35000 | G | |
| | | | | To- | | | I-95 | | - | | | | | | | |
| Bus 460 Washington | St 0.24 | 13000 | G | 93% | 1% | 2% | 2% | 2% | 0% | С | 0.089 | F | | 14000 | G | 2003 |
| 460 Washington | Combined Traffic: | | G | 94% | 1% | 2% | 1% | 2% | 0% | F | NA | • | | 25000 | G | 2003 |
| | Combined Trainic. | 23000 | G | 94 /0 | 1 /0 | | | | 0 70 | ' | INA | | | 23000 | G | |
| Bus | | | | From: | | US 3 | 01 Crater l | Rd | | | | | | | | |
| 460 301 Crater | Rd 0.10 | 8100 | G | 96% | 1% | 2% | 1% | 1% | 0% | F | 0.089 | F | 0.521 | 8800 | G | 2003 |
| | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| Description | | | | To: | S | R 36, BUS | S US 460 V | Wythe St | | | | | | | | |
| Bus 460 (301) Crater | · Rd 0.96 | 11000 | G | 96% | 1% | 2% | 1% | 1% | 0% | С | 0.088 | F | 0.552 | 12000 | G | 2003 |
| 480 (301) Grater | Combined Traffic: | NA | Ū | 0070 | 170 | 270 | 170 | 170 | 070 | Ü | NA | • | 0.002 | NA | Ü | 2000 |
| | Combined Trainic. | IVA | | To: | I-95: | BUS US | 460 Par, V | Winfield R | d | | INA | | | INA | | |
| Bus | | | | From: | | US 3 | 01 Crater l | Rd | | | | | | | | |
| Winfield Rd | 0.43 | 1800 | G | 94% | 1% | 2% | 1% | 2% | 0% | С | 0.095 | F | 0.971 | 1900 | G | 2003 |
| • | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| Bus | | | | From: | 5 | State Main | tenance B | oundary | | | | | | | | |
| Winfield Rd | 0.09 | 1800 | G | 94% | 1% | 2% | 1% | 2% | 0% | С | 0.095 | F | 0.971 | 1900 | G | 2003 |
| 490 | Combined Traffic: | NA | | | | | | | | | NA | | | NA | | |
| | | | | To- | | US 46 | 0 County | Rd | | | | | | | | |
| | | | | From: | | JB-26 | -123; 26-6 | 575 | 1 | | | | | | | |
| 3 Vaughn Rd | 0.64 | NA | | <u> </u> | | | | | | | NA | | | NA | | |
| | | | | To: | | 123-90 | 13 Halifax | k Rd | | | | | | | | |
| | | | | From: | | Н | alifax Rd | | | | | | | | | |
| 4 Wells Rd | 0.41 | 3500 | G | 88% | 1% | 3% | 2% | 6% | 0% | С | 0.093 | F | | 3700 | G | 2003 |
| | | | | To: | | Squir | rel Level l | Rd | | | | | | | | |
| | | | | From: | | (| CSX RR | | | | | | | | | |
| (9002) Halifax Rd | 0.18 | 6600 | G | 95% | 1% | 2% | 1% | 0% | 0% | F | 0.099 | F | 0.609 | 7200 | G | 2003 |
| | | | | To: From: | | Pa | tterson St | | | | | | | | | |
| 9002) Halifax St | 0.58 | 5200 | G | 95% | 1% | 2% | 1% | 0% | 0% | F | 0.107 | F | 0.617 | 5600 | G | 2003 |
| \bigcup | | | | To | | B | aylors Ln | | | | | | | | | |
| (9002) Halifax St | 0.19 | 6100 | G | From: 95% | 1% | 2% | 1% | 0% | 0% | F | 0.101 | F | 0.579 | 6600 | G | 2003 |
| | | | | | | | | | | | | | | | | |
| 9002) Halifax St | 0.37 | 9100 | G | From: 95% | 1% | 2% | rginia Ave 1% | 0% | 0% | F | 0.084 | F | 0.580 | 9800 | G | 2003 |
| (9002) Halifax St | 0.57 | 5100 | 3 | JJ /0 | 1 /0 | | | 0 /0 | J /0 | • | 0.004 | • | 0.000 | 5500 | J | 2000 |
| | 0.00 | 0400 | | From: | 40/ | | Lee Ave | 00/ | 00/ | | 0.005 | | 0.544 | 0000 | | 2000 |
| (9002) Halifax St | 0.29 | 8400 | G | 95% | 1% | 2% | 1% | 0% | 0% | F | 0.085 | F | 0.511 | 9000 | G | 2003 |
| | | | | From: | | | iberty St | | | | | | | | | |
| (9002) Halifax St | 0.28 | 9300 | G | 95% | 1% | 2% | 1% | 0% | 0% | С | 0.083 | F | 0.548 | 10000 | G | 2003 |
| | | | | To: From: | | <u>US 1, U</u> S | 460 W W | ythe St | } | | | | | | | |
| 9002) Union St | 0.12 | 4500 | G | | | | | | | | 0.099 | F | 0.874 | 4800 | G | 2003 |
| | | | | To: | US | S 1, US 46 | 0 W Wash | nington St | | | | | | | | |
| | | | | | | | | | _ | | | | | | | |

| | | | | | | City of Petersh | ourg | | | | | | | | |
|------------------------|----------|-------|--------|--------------|------|------------------------|---------------|--------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | uck 1Trail | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | | | | | | | | | | | | |
| Union St | 0.17 | 2200 | G | From: | | 4% 1% 460 W Wash | o% | 0% | C | 0.100 | _ | 0 507 | 2500 | C | 2002 |
| 9002 Union St | 0.17 | 2300 | G | 91% | 3% | | 0% | 0% | С | 0.108 | F | 0.587 | 2500 | G | 2003 |
| | | | | | | W Tabb St | | | | | | | | | |
| O 5 (5) | | | _ | From: | 101 | Boydton Plank | | 201 | _ | | _ | | | _ | |
| 9004) Defense Rd | 0.47 | 2500 | G | 97% | 1% | 1% 0% | 1% | 0% | С | 0.118 | F | 0.699 | 2700 | G | 2003 |
| | | | | To- From: | | Squirrel Level 1 | Rd | | | | | | | | |
| 9004) Defense Dr | 1.77 | 6700 | G | 97% | 1% | 1% 1% | 0% | 0% | F | NA | | | 7000 | G | 2003 |
| | | | | To: | | Johnson Rd | | | | | | | | | |
| 9004) South Boulevard | d 0.92 | 8900 | G | From: 97% | 1% | 1% 1% | 0% | 0% | С | 0.093 | F | 0.504 | 9600 | G | 2003 |
| South Boulevard | 0.02 | 0300 | J | J1 70 | 1 70 | 170 170 | 0 70 | 070 | O | 0.000 | • | 0.504 | 3000 | O | 2000 |
| $\overline{}$ | | | | From: | | S. Sycamore S | | | | | | | | | |
| 9004) South Boulevard | d 0.18 | 5500 | G | 97% | 1% | 1% 1% | 0% | 0% | F | 0.093 | F | 0.558 | 6000 | G | 2003 |
| <u> </u> | | | | From: | | Crater Rd | | | | | | | | | |
| 9004) South Boulevard | d 0.72 | 2500 | G | 97% | 1% | 1% 1% | 0% | 0% | F | 0.090 | F | 0.605 | 2700 | G | 2003 |
| | | | | To: | | Anderson St | | | | | | | | | |
| | | | | From: | | | | | | | | | | | |
| enne Flank Rd | 0.96 | 1800 | G | 96% | 0% | Halifax Rd 3% 0% | 1% | 0% | С | 0.102 | F | 0.592 | 2000 | G | 2003 |
| 9006) Flank Rd | 0.50 | 1000 | 3 | JU /0 | U /0 | J/0 U/0 | 1 /0 | J /0 | O | 0.102 | ' | 0.032 | 2000 | J | 2000 |
| <u> </u> | | | | From: | | Johnson Rd | | | | | | | | | |
| 9006) Flank Rd | 0.47 | 3200 | G | 96% | 0% | 3% 0% | 1% | 0% | F | 0.118 | F | 0.674 | 3500 | G | 2003 |
| | | | | To: From: | | Birdsong Rd | | | | | | | | | |
| 9006) Flank Rd | 0.75 | 2800 | G | 96% | 0% | 3% 0% | 1% | 0% | F | 0.121 | F | 0.606 | 3000 | G | 2003 |
| | | | - | Ter | | | | | | | | | | | |
| C Florida D. I | 20: | 0400 | _ | From: | 407 | Fort Hayes Dr | | | | 0.446 | _ | 0.047 | 0.400 | | 0000 |
| 9006) Flank Rd | 0.91 | 3100 | G | 90% | 1% | 1% 6% | 1% | 0% | С | 0.112 | F | 0.647 | 3400 | G | 2003 |
| | | | | To- From: | | Flank Rd N | | - | | | | | | | |
| 9006) Flank Rd (1-Wa | ay) 0.13 | 2000 | G | 97% | 1% | 2% 0% | 0% | 0% | С | 0.105 | F | | 2200 | G | 2003 |
| | | | | To- | | US 301 S Crater | Rd | | | | | | | | |
| | | | | From: | | US 301 S Crater | Rd | 1 | | | | | | | |
| 9008) Rives Rd | 0.55 | 6400 | F | 98% | 0% | 1% 0% | 1% | 0% | С | 0.097 | F | 0.515 | 7000 | F | 2003 |
| 9008) 1 41 90 1 10 | 0.00 | 0.00 | - | | | | .,, | | Ū | 0.00. | - | 0.0.0 | | • | |
| <u> </u> | | | | From: | | I- 95 | | | | | | | | _ | |
| 9008) Rives Rd | 0.27 | 4800 | G | 97% | 1% | 2% 0% | 1% | 0% | С | 0.103 | F | 0.568 | 5200 | G | 2003 |
| | | | | To- | | ECL Petersbur | g | | | | | | | | |
| _ | | | | From: | | SR 142 Boydton Pla | ank Rd | | | | | | | | |
| 9009 Dupuy Rd | 1.24 | 640 | G | 96% | 2% | 1% 0% | 0% | 0% | F | 0.104 | F | 0.536 | 690 | G | 2003 |
| | | | | To: | | Grigg St | | | | | | | | | |
| 9009) Dupuy St | 0.58 | 2100 | G | 96% | 2% | 1% 0% | 0% | 0% | F | 0.102 | F | 0.533 | 2300 | G | 2003 |
| goog Dapay Ot | 0.50 | 2100 | J | 30 70 | 270 | 170 070 | 0 70 | 070 | ' | 0.102 | • | 0.555 | 2000 | O | 2000 |
| | | | | From: | | Youngs Rd | | | | | | | | | |
| 9009) Farmer St | 0.86 | 3900 | G | 96% | 2% | 1% 0% | 0% | 0% | С | 0.087 | F | 0.531 | 4200 | G | 2003 |
| | | | | To: | | S. South St | | | | | | | | | |
| 9009) Farmer St | 0.47 | 2900 | G | 96% | 2% | 1% 0% | 0% | 0% | F | 0.087 | F | 0.597 | 3200 | G | 2003 |
| | | | - | To: | | Halifax St | | | - | | | | | | |
| | | | | From: | | | | - | | | | | | | |
| Mossos Dd | 0.70 | 14000 | _ | | 40/ | S Crater Rd | 40/ | 00/ | _ | 0.000 | _ | 0.505 | 16000 | C | 2000 |
| 9010 Wagner Rd | 0.73 | 14000 | G | 97% To: | 1% | 1% 0% | 1% | 0% | С | 0.096 | F | 0.525 | 16000 | G | 2003 |
| | | | | From: | | I-95 I -95 | | | | | | | | | |
| 9010) Wagner Rd | 1.60 | 9600 | G | 93% | 1% | 3% 0% | 4% | 0% | С | 0.095 | F | 0.514 | 10000 | G | 2003 |
| au iuiag.ici ita | 1.00 | 5500 | - | To: | 1 /0 | County Dr | 770 | | J | 0.000 | • | J.J 1∓ | .0000 | • | _000 |
| _ | | | | | | | _ | | | | | | | | |
| Constituted I asset 5 | 4 000 | 070 | _ | From: | 00/ | SCL Petersbur | | 00/ | _ | 0.404 | _ | 0.700 | 040 | 0 | 0000 |
| 9011) Squirrel Level R | d 0.82 | 870 | G | 98% | 0% | 2% 1% | 0% | 0% | С | 0.101 | F | 0.722 | 940 | G | 2003 |
| | | | | From: | | Wells Rd | | | | | | | | | |
| 9011) Squirrel Level R | d 0.25 | 4700 | G | 91% | 1% | 3% 1% | 4% | 0% | С | 0.083 | F | 0.504 | 5100 | G | 2003 |
| 3011) - 4 | | | | To | | | | | | | | | | | |
| 9011) - 4 | | | _ | 96% | 1% | Ramp To I- 85 2% 0% | 0% | 0% | F | 0.083 | F | 0.504 | 7500 | G | 2002 |
| | 0.20 | 6000 | | | | 4 - 10 11 1/0 | 117/0 | 1170 | | บ.บดีฉ์ | г | 0.504 | 7500 | G | 2003 |
| | 0.20 | 6900 | G | 90% | | 270 070 | | | - | | | | | | |
| 9011) Squirrel Level | 0.20 | 6900 | - G | To: From: | 1 70 | Boydton Plank | | | • | | | | | | |
| | 0.20 | 4300 | G G | To | 1% | | | 0% | C | 0.093 | F | 0.524 | 4600 | G | 2003 |

| | | | | | | City of Petersb | urg | | | | | | | | |
|----------------------------|--------|-------|----|--------------|-------|------------------------|-------|--------|----|-------------|----|---------------|------------------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | | | ZAXIE STAXIE | TITAL | ZIIali | | racioi | | Factor | | | |
| \sim | | | | From: | | West St | | | | | | | | | |
| (9012) Lee Ave | 0.56 | 3100 | G | 97% | 2% | 1% 0% | 0% | 0% | С | 0.089 | F | 0.516 | 3300 | G | 2003 |
| 9012 Porterville St | 0.15 | 1600 | G | From: 97% | 1% | Halifax St 1% 1% | 0% | 0% | F | 0.077 | F | 0.588 | 1800 | G | 2003 |
| 9012 Porterville St | 0.10 | 1000 | | To: | 170 | | 070 | | | 0.011 | | 0.000 | 1000 | | 2000 |
| 9012) New St | 0.18 | 1500 | G | From: 97% | 1% | Harding St 1% 1% | 0% | 0% | С | 0.088 | F | 0.514 | 1600 | G | 2003 |
| 30.29 | | | | To: | | Harrison St | | | | | | | | | |
| O Hamia an Ot | 0.00 | 4200 | _ | From: | 40/ | New St | 00/ | 00/ | _ | 0.4 | _ | | 1400 | 0 | 2002 |
| 9012 Harrison St | 0.03 | 1300 | G | 97% To: | 1% | 1% 1% Corling St | 0% | 0% | F | 0.1 | F | | 1400 | G | 2003 |
| | | | | From: | | Harrison St | | | | | | | | | |
| 9012 Corling St | 0.09 | 570 | G | 97% | 1% | 1% 1% | 0% | 0% | F | 0.11 | F | | 610 | G | 2003 |
| | | | | From: | | S. Sycamore St | | | | | | | | | |
| 9012) Graham Rd | 0.83 | 5500 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.088 | F | 0.513 | 6000 | G | 2003 |
| <u> </u> | | | | To: From: | | Ramp From I-9: | 5 | | | | | | | | |
| 9012) Graham Rd | 0.14 | 11000 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.088 | F | 0.817 | 12000 | G | 2003 |
| | | | | To: | | Crater Rd | | | | | | | | | |
| _ | | | | From: | | SCL Petersburg | | | | | | | | | |
| ₉₀₁₃ Halifax Rd | 1.79 | 2700 | G | 92% | 0% | 3% 1% | 4% | 0% | С | 0.094 | F | 0.536 | 2900 | G | 2003 |
| | | | | To- From: | | Wells Rd | | - | | | | | | | |
| 9013) Halifax Rd | 0.98 | 500 | G | 95 <u>%</u> | 0% | 2% 1% | 2% | 0% | С | 0.114 | F | 0.574 | 540 | G | 2003 |
| | | | | To: | | Boydton Plank R | ld | | | | | | | | |
| \sim | | | | From: | | SCL Petersburg | | | | | | | | | |
| 9015 Johnson Rd | 0.01 | 2700 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.135 | F | 0.637 | 3000 | G | 2003 |
| | | | | To: From: | | Flank Rd | | | | | | | | | |
| 9015) Johnson Rd | 0.54 | 1100 | G | 98% | 0% | 2% 0% | 0% | 0% | С | 0.089 | F | 0.692 | 1200 | G | 2003 |
| <u> </u> | | | | To: From: | | Birdsong Rd | | | | | | | | | |
| 9015) Johnson Rd | 1.39 | 5500 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.118 | F | 0.568 | 5900 | G | 2003 |
| | | | | To | | South Blvd | | | | | | | | | |
| 9015) Johnson Rd | 0.46 | 4900 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.087 | F | 0.52 | 5300 | G | 2003 |
| | | | | To: From: | | North Blvd | | | | | | | | | |
| 9015) Johnson Rd | 0.37 | 4300 | G | 96% | 2% | 2% 0% | 0% | 0% | С | 0.087 | F | 0.535 | 4600 | G | 2003 |
| 3013) | | | | To: | | | | | | | • | | | _ | |
| 9015) High Pearl St | 0.20 | 4100 | G | From: 98% | 0% | St Luke St 2% 0% | 0% | 0% | F | 0.087 | F | 0.506 | 4500 | G | 2003 |
| 9015 Tilgit i can ot | 0.20 | 7100 | J | 5070 | 070 | | 0 70 | 070 | | 0.007 | • | 0.500 | 4500 | J | 2003 |
| 9015) High Pearl St | 0.00 | 2400 | G | From: | 20/ | Virginia Ave 2% 0% | 1% | 00/ | F | 0.005 | F | 0.506 | 2400 | C | 2002 |
| 9015 High Pearl St | 0.08 | 3100 | G | 95% To: | 3% | 2% 0% ST Matthew St | | 0% | Г | 0.085 | Г | 0.596 | 3400 | G | 2003 |
| | | | | From: | | ST Matthews S | | | | | | | | | |
| 9015) Harding St | 0.22 | 2000 | G | 95% | 3% | 2% 0% | 1% | 0% | С | 0.085 | F | 0.605 | 2200 | G | 2003 |
| | | | | To: | | Porterville St | | | | | | | | | |
| 9015) Harding St | 0.07 | 050 | • | From: | 20/ | PortersvilleSt | 1% | 00/ | _ | 0.100 | _ | | 1000 | 0 | 2002 |
| 9015 Harding St | 0.27 | 950 | G | 95% To: | 3% | 2% 0% Halifax St | 170 | 0% | F | 0.100 | F | | 1000 | G | 2003 |
| | | | | From: | | | | | | | | | | | |
| 9017) Birdsong Rd | 0.62 | 570 | G | 95% | 2% | SCL Petersburg | 0% | 0% | С | 0.103 | F | 0.5 | 620 | G | 2003 |
| 9017 Birdsong Rd | 0.02 | 370 | • | To: | 2 /0 | Johnson Rd | 0 70 | 070 | C | 0.103 | ' | 0.5 | 020 | J | 2000 |
| | | | | From: | | W Washington S | 24 | i | | | | | | | |
| 9021) N Sycamore St | 0.18 | 3900 | G | 92% | 0% | 0% 6% | 2% | 0% | С | NA | | | 4100 | G | 2003 |
| 302.) | 55 | | _ | | - / 0 | | _,, | | - | - 24 1 | | | | - | _550 |
| 9021) N Sycamore St | 0.11 | 3900 | G | From: 92% | 0% | W Tabb St 0% 6% | 2% | 0% | F | 0.095 | F | 0.558 | 4200 | G | 2003 |
| (9021) N Sycamore St | 0.11 | 3900 | G | <i>32</i> 70 | U /0 | | ∠ /0 | U /0 | I, | 0.090 | 1. | 0.556 | 1 200 | G | 2003 |
| 0 | 2.24 | N/ A | | From: | | E Bank St | | | | N/ A | | | N.1.0 | | |
| 9021 Sycamore St | 0.04 | NA | | To | | Dellin-1 1 C | | | | NA | | | NA | | |
| | | | | | | Bollingbrook St | | | | | | | | | |
| North Divid | 0.57 | 2000 | _ | From: | 40/ | Johnson Rd | 40/ | 00/ | _ | 0.000 | _ | 0.574 | 0400 | _ | 0000 |
| 9023 North Blvd | 0.57 | 2200 | G | 97% To: | 1% | 1% 0% | 1% | 0% | С | 0.088 | F | 0.574 | 2400 | G | 2003 |
| | | | | 10. | | S Sycamore St | | | | | | | | | |

| | | | | | | City of Petersbu | ırg | | | | | | | | |
|-------------------------------------|--------|------|----|--------------|-------|-------------------------|---------|----------|----|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | 2Trail | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | | | | | | | | | | | | |
| | | | _ | From: | 101 | Gates Lane | 201 | 201 | _ | | _ | | 0.10 | | |
| 9025 Virginia Ave | 0.05 | 220 | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.131 | F | | 240 | G | 2003 |
| | | | | To: From: | | Jefferson Lane | | | | | | | | | |
| ₉₀₂₅ Virginia Ave | 0.06 | 240 | G | 98% | 1% | 1% 0% | 0% | 0% | F | 0.126 | F | 0.621 | 250 | G | 2003 |
| | | | | To- From: | | Diamond Street | | - | | | | | | | |
| 9025) Virginia Ave | 0.11 | 420 | G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.121 | F | | 460 | G | 2003 |
| | | | | To | | Harding Street | | | | | | | | | |
| 9025) Virginia Ave | 0.32 | 2100 | G | 94% | 2% | 2% 1% | 2% | 0% | С | 0.088 | F | 0.525 | 2200 | G | 2003 |
| 0 | | | | To: | | | | | | | | | | | |
| 9025) Young Ave | 0.20 | 2400 | G | From: 96% | 1% | Halifax Street 2% 1% | 0% | 0% | С | 0.094 | F | 0.518 | 2600 | G | 2003 |
| Young Ave | 0.20 | 2400 | J | 30 70 | 1 70 | 270 170 | 070 | 070 | O | 0.004 | • | 0.510 | 2000 | J | 2000 |
| <u> </u> | | | | From: | | Arlington Street | | | | | _ | | | | |
| 9025 Young Ave | 0.11 | 3000 | G | 93% | 1% | 1% 4% | 1% | 0% | С | 0.098 | F | 0.559 | 3300 | G | 2003 |
| | | | | From: | | West Street Young A | venue | | | | | | | | |
| 9025) S West St | 0.28 | 3600 | G | 95% | 1% | 1% 1% | 2% | 0% | С | 0.084 | F | 0.523 | 3900 | G | 2003 |
| | | | | To: From: | | Augusta Avenue | ; | | | | | | | | |
| 9025) S West St | 0.23 | 5100 | G | 96% | 1% | 2% 1% | 0% | 0% | F | 0.086 | F | 0.507 | 5600 | G | 2003 |
| | | | | To: | | Farmer St | | | | | | | | | |
| 9025) S West St | 0.14 | 4100 | G | From: 96% | 1% | 2% 1% | 0% | 0% | F | 0.096 | F | 0.512 | 4400 | G | 2003 |
| 9025 S West St | 0.14 | 4100 | G | 30 /0 | 1 70 | | 0 70 | 070 | ' | 0.030 | ' | 0.512 | 4400 | J | 2003 |
| <u> </u> | | | | From: | | W Wythe St | | | | | | | | | |
| S West St | 0.07 | 3700 | G | 96% | 1% | 2% 1% | 0% | 0% | F | 0.099 | F | 0.51 | 4000 | G | 2003 |
| <u> </u> | | | | To: | | W Washington S | t | | | | | | | | |
| | | | | From: | | Halifax St | | | | | | | | | |
| S West St | 0.63 | 2200 | G | 97% | 0% | 1% 0% | 0% | 0% | С | 0.091 | F | 0.521 | 2400 | G | 2003 |
| | | | | To: | | Young Ave | | | | | | | | | |
| <u> </u> | | | | From: | | Lee Ave | | | | | | | | | |
| S. South St | 0.36 | 2200 | G | 98% | 1% | 1% 0% | 0% | 0% | С | 0.089 | F | 0.529 | 2300 | G | 2003 |
| | | | | From: | | US 1 Wythe St | | — | | | | | | | |
| 9029 S. South St | 0.09 | 8800 | G | 98% | 0% | 1% 0% | 0% | 0% | F | NA | | | 9300 | G | 2003 |
| | | | | To | | Washington St | | | | | | | | | |
| 9029 N. South St | 0.20 | 6400 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.093 | F | 0.584 | 6900 | G | 2003 |
| 9029) 300 31 | 0.20 | | | To: | 0,0 | High St | 0,0 | 7,0 | • | 0.000 | • | 0.00 | 0000 | | |
| _ | | | | From: | | N South St | | | | | | | | | |
| 9029) High St | 0.02 | 830 | G | 98% | 0% | 1% 0% | 0% | 0% | F | 0.099 | F | 0.534 | 900 | G | 2003 |
| | | | | To: | | Canal St | | | | | | | | | |
| O 0 10 | | | _ | From: | 201 | High St | | 201 | _ | | _ | | | | |
| 9029 Canal St | 0.20 | 6300 | G | 98% | 0% | 1% 0% | 0% | 0% | С | 0.094 | F | 0.594 | 6800 | G | 2003 |
| | | | | To: | | Grove Ave | | | | | | | | | |
| ¬ = = = = = = = = = = = = = = = = = | | | _ | From: | | New St | | <u> </u> | _ | | _ | | | _ | |
| 9031) Byrne St | 0.40 | 840 | G | 94% | 3% | 2% 0% | 0% | 0% | С | 0.104 | F | | 910 | G | 2003 |
| | | | | To: From: | | Halifax St | | | | | | | | | |
| 9031) S. Market St | 0.03 | 2700 | G | 94% | 3% | 2% 0% | 0% | 0% | F | 0.096 | F | 0.708 | 3000 | G | 2003 |
| | | | | To | | Brown St | | L | | | | | | | |
| 9031) S. Market St | 0.09 | 2800 | G | 94% | 3% | 2% 0% | 0% | 0% | F | 0.099 | F | 0.65 | 3100 | G | 2003 |
| 5031) 51 | 0.00 | | - | To: | J / 0 | Wythe St | - 70 | 7,0 | • | 0.000 | • | 3.30 | 3100 | ~ | _000 |
| | | | | From: | | | | ı | | | | | | | |
| 9033) Apollo St | 0.14 | 2800 | G | 97% | 1% | Sycamore St 1% 0% | 0% | 0% | F | 0.089 | F | 0.55 | 3000 | G | 2003 |
| Apollo St | U. 14 | 2000 | 3 | 97 70 To: | 1 /0 | Jefferson St | J /0 | J /0 | | 0.009 | ' | 0.00 | 3000 | J | 2003 |
| | | | | From: | | Apollo St | | | | | | | | | |
| 9033) Jefferson St | 0.58 | 2800 | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.094 | F | 0.601 | 3000 | G | 2003 |
| | | | | To | | E Wythe St | | | | | | | | | |
| | | | _ | From: | | 3rd Street | | | | | | | | | |
| 9033) Henry St | 0.04 | 1300 | G | 97% | 1% | 1% 0% | 0% | 0% | F | NA | | | 1300 | G | 2003 |
| | | | | To- | | N Adams St | | | | | | | | | |
| | | | | | | 11 / Iddills St | | | | | | | | | |
| <u> </u> | | | | From: | | E Washington S | t | | | | | | | | |
| 9038) Puddledock Rd | 0.40 | 4400 | G | From: 89% | 0% | | t 4% | 0% | С | 0.095 | F | 0.586 | 4700 | G | 2003 |

| | | | | | | City of Petersburg | | | | | | | | |
|--------------------|--------|-------------------|----|--------------|-----|---------------------------|--------|-----------|-------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck- 2Axle 3+Axle 1T | | il QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| City of Petersburg | | | | F | | 9 19 | | | | | | | | |
| 9046 High St | 0.58 | 1100 | G | From: | | Canal St N Market St | | _ ¬ | 0.099 | F | 0.706 | 1100 | G | 2003 |
| | | | | From: | | N Manket St | | | | | | | | |
| 9046) W Bank St | 0.14 | 2300 | G | | | | | | 0.092 | F | | 2500 | G | 2003 |
| | | | | To: From: | | N Sycamore St | |] | | | | | | |
| 9046 E Bank St | 0.11 | 3600 | G | 97% To: | 0% | 2% 1% 0 2Nd St | % 0% | ¬ C | NA | | | 3700 | G | 2003 |
| | | | | From: | | US 301 N Crater Rd | | | | | | | | |
| Bank St | 0.25 | 2900 | G | 93% | 1% | 4% 1% 1 | % 0% | С | 0.104 | F | 0.538 | 3100 | G | 2003 |
| 9046) Bank St | 0.21 | 2800 | G | From: 93% | 1% | East St 4% 1% 1 | % 0% | F | 0.098 | F | 0.545 | 3000 | G | 2003 |
| | | | | To: | | SR 36 E Washington St | | 1 | | | | | | |
| | | | | From: | | N Market St | | | | | | | | |
| W Tabb St | 0.09 | 1600 | G | 90% | 0% | | % 1% | F | 0.11 | F | 0.655 | 1800 | G | 2003 |
| <u> </u> | | | _ | From: | | Union St | | _ | | | | | _ | |
| W Tabb St | 0.06 | 2000 | G | 90% | 0% | 0% 7% 2 | % 1% | F | 0.116 | F | 0.612 | 2200 | G | 2003 |
| <u> </u> | | | | From: | | N Sycamore St | | } | | | | | | |
| E Tabb St | 0.12 | 1100 | G | 90% To: | 0% | | % 1% | ¬ C | NA | | | 1200 | G | 2003 |
| | | | | | | N Adams St | | | | | | | | |
| <u> </u> | | | | From: | | Defense Rd | | _ | | _ | | | _ | |
| Baylors Ln | 0.65 | 1800 | G | 98% | 1% | | % 0% | _ C | 0.102 | F | 0.574 | 2000 | G | 2003 |
| | | | | To- | | Halifax St | | | | | | | | |
| _ | | | | From: | | E Washington St | | | | | | | | |
| Madison St | 0.05 | 2100 | G | 94% | 1% | 2% 1% 1 | % 0% | F | 0.105 | F | 0.841 | 2300 | G | 2003 |
| | | | | To: | | Franklin St | | Т | | | | | | |
| Madison St | 0.18 | 1800 | G | 94% | 1% | | % 0% | С | 0.104 | F | 0.85 | 1900 | G | 2003 |
| 033) | | | _ | - | | | ,, | ¬ | | - | | | | |
| Madiana Ct | 0.07 | 4000 | | From: | 40/ | E Bank St | 0/ 00/ | | 0.000 | | 0.005 | 4200 | | 2001 |
| 055 Madison St | 0.07 | 1200 | G | 94% To: | 1% | | % 0% | , F | 0.098 | F | 0.635 | 1300 | G | 2003 |
| | | | | | | Bollingbrook St | | | | | | | | |
| <u> </u> | | | _ | From: | | E Bank St | | | | _ | | | _ | |
| Fifth St | 0.05 | 530 | G | | | | | | 0.133 | F | 0.746 | 580 | G | 2003 |
| | | | | From: | | Bollingbrook St | | | | | | | | |
| Fifth St | 0.08 | 560 | G | 82% | 4% | 4% 4% 6 | % 0% | С | 0.105 | F | 0.515 | 600 | G | 2003 |
| | | | | To: | | River St | | | | | | | | |
| | | | | From: | | Flank Rd One-Way | | | | | | | | |
| 9059) Flank Rd N | 0.20 | 3800 | G | 97% | 1% | | % 0% | С | 0.086 | F | 0.786 | 4100 | G | 2003 |
| | | | | To: | | US 301 S Crater Rd | | | | | | | | |
| | | | | From: | | E Wythe St | | | | | | | | |
| S Adams St | 0.10 | 4500 | G | <u></u> | | ĺ | | | 0.095 | F | 0.71 | 4900 | G | 2003 |
| | | | | To: | | E Washington St | | 7 | | | | | | |
| | | | | From: | | 6Th St | | | | | | | | |
| Accomack St | | 310 | G | <u> </u> | | OTHE | | | 0.094 | F | | 330 | G | 2003 |
| | | | | To: | | 7Th St | | 1 | | | | | | |
| | | | | From: | | Old Church St | | i | | | | | | |
| Cameron St | | 400 | G | | | Old Church St | | | 0.108 | F | | 430 | G | 2003 |
| ournerent of | | 400 | Ū | To: | | Center St | | 7 | 0.100 | • | | 400 | Ü | 2000 |
| | | | | From: | | Prince George Ave | | | | | | | | |
| Culpeper Ave | | 570 | G | | | | | _ | 0.141 | F | | 610 | G | 2003 |
| National Ind | | - | - | To: | | Brunswick St | | 7 | | - | | • | - | _550 |
| | | | | From: | | Halifax Rd | | i | | | | | | |
| Custer St | | 440 | G | <u> </u> | | нашах Ка | | _ | 0.106 | F | | 480 | G | 2003 |
| Justa Ji | | -1-1 0 | 3 | To: | | Hawk St | | 7 | 0.100 | | | 700 | J | 2000 |
| | | | | From: | | | | + | | | | | | |
| Darby Dr | | 240 | c | | | Busby St | | _ | 0.004 | E | | 340 | C | 2001 |
| Darby Dr | | 310 | G | To: | | Halcun Dr | | 7 | 0.094 | F | | 340 | G | 2003 |
| | | | | | | Halculi DF | | | | | | | | |

| | | | | | | City of | Petersb | urg | | | | | | | | |
|------------------|-----------|-------|----|----------|-----|---------|---------------|--------|----------|----|-------------|----|---------------|-------|----|------|
| Route | Length AA | DT Q/ | ١. | 4Tire | Bus | | Trı 3+Axle | | | QC | K Factor | QK | Dir Factor | AAWDT | QW | Year |
| tv of Petersburg | | | | | | 27 (XIC | 0.700 | TTTGII | ZIIGII | | i dotoi | | i dotoi | | | |
| tv 011 ctc13bu12 | | | | From: | | D | ering Rd | | | | | | | | | |
| Gordon Dr | 28 | 0 G | | | | | | | | | 0.11 | F | | 310 | G | 2003 |
| | | | | To- | | I | Hoke Dr | | | | | | | | | |
| Homestead Dr | | | | From: | | V | alley Dr | | | | | | | | | |
| | 100 | 00 G | | - | | | | | | | 0.096 | F | | 1100 | G | 2003 |
| | | | | 10: | | | idland Rd | | | | | | | | | |
| Jefferson St | 07/ | | | From: | | Fi | ilmore St | | | | 0.000 | _ | | 4000 | _ | 000 |
| | 370 | 00 G | | To: | | CT. | Andrews St | • | 1 | | 0.088 | F | | 4000 | G | 2003 |
| | | | | From: | | | | | | | | | | | | |
| Kirkham Street | 49 | 0 G | | From: | | Bol | lling Street | | | | 0.101 | F | 0.591 | 530 | G | 2003 |
| | 43 | U G | | To: | | Che | stnut Stree | t | | | 0.101 | Г | 0.591 | 550 | G | 200 |
| | | | | From: | | | | | | | | | | | | |
| North Park Dr | 120 | 00 G | | | | N | ivram St | | | | 0.09 | F | | 1300 | G | 200 |
| | 120 | | | To: | | R | etang Rd | | | | 0.03 | ' | | 1500 | J | 200 |
| | | | | From: | | | nestead Dr | | | | | | | | | |
| Oakmont Dr | 90 |) G | | <u> </u> | | ПОІ | nestead Di | | | | 0.12 | F | 0.5 | 100 | G | 200 |
| | | | | To: | | Mi | idland Rd | | | | 0.12 | • | 0.0 | 100 | Ü | 200 |
| | | | | From: | | | ingbrook S | t | | | | | | | | |
| Old Church St | 36 | 0 G | | | | Boll | ingorook D | | | | 0.108 | F | | 390 | G | 200 |
| | | | | To | | N | Miller St | | | | | | | | | |
| Patterson Ave | | | | From: | | F | Floyd St | | Ī | | | | | | | |
| | 110 | 00 G | | | | | | | | | 0.119 | F | | 1100 | G | 200 |
| | | | | To: | | C | Carver St | | | | | | | | | |
| Pleasants Ln | | | | From: | | 7 | /alor Dr | | | | | | | | | |
| | 100 | 00 G | | | | | | | | | 0.104 | F | | 1100 | G | 200 |
| | | | | To: | | D | upuy Rd | | | | | | | | | |
| Richmond Ave | | | | From: | | | Ash St | | | | | | | | | |
| | 99 | 0 G | | | | | | | | | 0.093 | F | | 1100 | G | 200 |
| | | | | To: | |] | Nash St | | <u> </u> | | | | | | | |
| Rollingwood Rd | | | | From: | | V | /alley St | | | | | | | | | |
| | 10 | 0 G | | _ | | | | | | | 0.109 | F | | 110 | G | 200 |
| | | | | To: | | Hor | nestead Dr | · | | | | | | | | |
| South Park Dr | | | | From: | | For | est Hill Rd | | | | | | _ | | | |
| | 180 | 00 G | | . — | | | | | | | 0.095 | F | | 1900 | G | 200 |
| | | | | To: | | | st Park Dr | | | | | | | | | |
| St Matthew St | | | | From: | | Hig | gh Pearl St | | | | | _ | | | | |
| | 280 | 00 G | | | | | | | | | 0.087 | F | | 3100 | G | 200 |
| | | | | To: | | | arding St | | | | | | | | | |
| Talley Ave | | | | From: | | (| Custer St | | | | | | | | | |
| | 88 | 0 G | | . — | | _ | | | | | 0.234 | F | | 950 | G | 200 |
| | | | | To: | | Ed | monds Ct | | | | | | | | | |